

Introduction

In accordance with the recommended strategies for bicycle/pedestrian accommodation discussed in Section II, the following maps and tables identify recommended improvement projects for Jefferson County. Keeping with the spirit of ISTEA and recognizing the reality of local government budget limitations, shared-use streets and roadways will continue to serve the majority of bicycle trips. The facility recommendations that follow are those viewed as necessary to improve bicyclist safety, mobility and access, or those trail projects desired to enhance the quality of the bicycling and walking environment. Sidewalks will serve the majority of pedestrian trips, and should be provided within all transportation corridors as specified on pages 32 - 33.

The proposed county-wide bike system was determined by examining bicyclist travel desire lines -- or how cyclists would travel between major origins and destinations within the county, most notably the individual communities, the Kettle Moraine and the Glacial Drumlin Trail. The community plans take into account the unique needs and development patterns of each of city or village, and were developed working in conjunction with local staff and citizens.

The county-wide routes that connect communities are numbered geographically, beginning in the northwest and proceeding east and south. Enlarged maps of each community follow and are organized in a like manner.

For each jurisdiction, the following information is provided in accompanying tables:

Project Routing

Projects are identified by corridor, from project beginning to end point.

Recommendations

A summary of suggested improvements.

Priority

immediate.....targeted for implementation in the years 1995 - 2000
moderatetargeted for implementation in the years 2000 - 2010
long-term.....targeted for implementation in the years 2010 - 2045
interim.....temporary solution to mitigate conditions until above can be met

Cost

\$ figuresrepresent estimated total cost of project, unless unit figures are given
underway.....project is currently designed, funded or under construction
TBDcosts to be determined because project scope is unknown at this time
incidental.....bike/ped costs cannot be separated from overall project cost

A discussion of unit costs used to arrive at these estimates is furnished as Appendix C.

Implementor

Identifies state, county and local agencies who should take leadership responsibility for the respective projects. For all projects, developing partnerships between agencies and with the private sector is recommended to foster broad-based community support.

County-Wide System

The main objective of establishing a county-wide bikeway system is to identify those rural routes that provide direct, safe connections between communities in Jefferson County. Developing route maps and signing these routes are viewed as cost-effective means of making Jefferson County more bicycle friendly. As proposed, the county-wide signing system is estimated to cost \$26,000.

As depicted on the following page, the majority of the county's designated bike system routes on roadways with low volumes of auto and truck traffic. Such roads present the fewest opportunities for car-bike conflicts and are reasonably safe for use by adult bicyclists without major construction improvements. However, directional signs and interim "share the road" warning signs are desired to be posted along the routes to provide locational assistance to cyclists and to remind motorists to share the roadway with other users.

In areas where no suitable roadways exist to provide direct connections between communities, or between communities and the Glacial Drumlin Trail, improvements such as paved highway shoulders and off-road trails are recommended. Paved shoulders will be a priority for those segments of roadway that are needed to complete the inter-community routing and are currently the least desirable for bicycle travel, as indicated on the map opposite where the paved shoulder symbol overlaps the red or least suitable roadways. (See pages 10 and 27 of this plan for discussions of the suitability of rural roadways for bicycling in their current condition.)

No bike paths parallel to highways are being recommended due to cost considerations and because of safety conflicts that occur at intersections. The bike paths included in the county-wide bikeway system maximize use of other linear corridors, such as abandoned railroads and potentially inactive rail lines, or provide access to the county's natural resources, such as the Rock River.

In the tables that follow, the bikeway system is divided into 18 corridors which connect Jefferson County communities to each other and adjacent counties. Suggested continuations of routes in other counties are listed below. However, please note that this list was compiled from plans from adjacent counties, and detailed analyses of roadway widths and traffic volumes have not been completed for roadways outside of Jefferson County.

- access to bike routes in Dodge County Hubbleton Road and CTH QQ north of Hwy 19
- Watertown to the Wild Goose Trail north form Watertown on Water St. to Silver
Dodge County Creek Rd. to Second St. to CTH M to Caughlin Rd. to
Junction Rd.
- Watertown to Oconomowoc in Waukesha County proposed trail within WEPCO corridor
- Palmyra to SWRPC routes in Waukesha County CTH ZZ
- Whitewater to SWRPC routes in Waukesha County Clover Valley Road
- Whitewater to Palmyra via Walworth County Bluff Rd. to Tamarack Rd.
- Fort to Whitewater in Rock/Walworth Counties Tri County Line to Warner Rd. to CTH S
- Fort Atkinson into Rock County proposed rail-trail conversion parallel to Hwy 26
- Cambridge to bike routes in Dane County CTH B
- Glacial Drumlin Trail to Cambridge shoulder improvements along Hwy 134

Corridor	Routing	Recommendations	Priority	Cost	Implementor
#1 City of Waterloo to City of Watertown	Hwy 89	maintain paved shoulder for bike use; post warning signs	immediate	\$400	WisDOT County Parks
	Island Rd.	post directional signing	immediate	\$600	Town of Waterloo County Parks
	Hwy G	post directional signing	immediate	\$200	County Hwys County Parks
	Hwy 19	maintain paved shoulder for bike use; post warning signs	immediate	\$200	WisDOT County Hwys
	E.Hubbleton Rd.	post directional signing	immediate	\$600	Town of Milford County Parks
	Hwy Q Hwy T	post directional signing	immediate	\$600	County Hwys County Parks
#2 City of Waterloo to City of Lake Mills	Hwy O	shoulder bike lanes to Waterloo Rd.	underway	underway	Town of Waterloo
	Hwy O	post warning signs from Waterloo Rd. to Newville Rd.	interim	\$400	County Hwys County Parks
		pave shoulders from Waterloo Rd. to Newville Rd., if/when ADT >1000	moderate (#3)	\$53,000	County Hwys
	Newville Rd. Cemetery Rd. Rock Lake Rd.	post directional signing	immediate	\$1,200	Town of Waterloo Town of Lake Mills County Parks
		reconfigure Cemetery Rd./Rock Lake Rd. intersection	underway	underway	Town of Lake Mills
	Hwy B	35 mph speed limit and restripe for shoulder bike lane	moderate (#3)	\$5,300	County Hwys
Alternate Waterloo to Lake Mills Route, through Town of Lake Mills	Shorewood Hills Rd.	shoulder bike lanes	underway	underway	Town of Lake Mills
	Hwy S to Glacial Drumlin Trail, or Elm Point Rd. to trail	access improvements	moderate	TBD	Town of Lake Mills

#3 Waterloo/WatertownR oute to the Glacial Drumlin Trail	Hwy Q	post directional signing	immediate	\$1,000	County Hwys County Parks
	Hwy A	warning signs for segment crossing Crawfish River (Hwy Q - Hwy Q)	immediate	\$200	County Hwys County Parks
		pave shoulders from Hwy Q - Hwy Q	moderate (#4)	\$10,000	County Hwys County Parks
	Hwy Q	pave shoulders from Glacial Drumlin Trail to Aztalan State Park	immediate (#1)	\$40,000	WisDNR County Hwys
#4 City of Watertown to Glacial Drumlin Trail	parallel to Hwy 26 and/or around airport	trail or frontage road from River Dr. - Ebenezer	moderate to long-range	(see city plan)	WisDOT City of Watertown
	Hwy X Ebenezer Rd.	post interim directional signing	interim	\$800	Town of Watertown County Hwys County Parks
	Switzke Rd.	post directional signing	immediate	\$400	Town of Watertown Town of Farmington County Parks
#5 Watertown to Glacial Drumlin Trail and Jefferson, via the Rock River corridor	from Ebenezer Rd. & Hwy Y to Hwy B	develop asphalt multi- use trail along east side of river	long-range (#6)	\$546,000	County Parks WisDNR WisDOT
		post warning signs along Hwy Y for interim route	interim	\$800	County Hwys County Parks
	from Hwy B & Johnson Creek Park to Glacial Drumlin Trail	develop asphalt multi- use trail along west side of river	long-range (#6)	\$336,000	County Parks WisDNR
	Hwy N, from Glacial Drumlin Trail to Jefferson	pave shoulders	immediate (#1)	\$60,000	County Parks County Hwys
#6 Village of Johnson Creek to the Glacial Drumlin Trail	Hwy Y	post directional and/or warning signs	immediate	\$800	County Hwys County Parks
#7	Glacial Drumlin Trail on former	multi-use trail	existing	existing	WisDNR

Dane County to Waukeshau County	railroad grade				
	segment from Hwy 26 to Switzke Road	complete missing trail link -- currently routes on Switzke, Marsh, Hwy Y and Junction	underway	underway	WisDNR
(off of map) Village of Cambridge to Glacial Drumlin Trail	Hwy 134	pave shoulders	immediate	underway	WisDOT WisDNR Vill. of Cambridge
#8 Village of Cambridge to City of Fort Atkinson	Ripley Road	post directional signing	immediate	\$800	Town of Oakland County Parks
	Hwy A	post warning signs before intersections	interim	\$200	County Hwys County Parks
		pave shoulders from Ripley Rd. - Perry Rd.	moderate (#4)	\$6,500	County Hwys
	Perry Rd. Dell Rd.	post directional signing	immediate	\$1,200	Town of Oakland County Parks
	Hwy G Hwy J	post directional signing	immediate	\$800	County Hwys County Parks
	Keisling Rd. Banker Rd.	post directional signing	immediate	\$600	Town of Jefferson County Parks
#9 City of Jefferson to City of Fort Atkinson	Hwy K	pave shoulders from Jefferson - Fort Atkinson	immediate (#1)	\$100,000	County Hwys
	along railroad grade, if line becomes inactive	construct gravel multi-use trail between communities	moderate (#5)	\$63,000	County Parks City of Jefferson City of Ft. Atkinson
		construct asphalt trail within Fort Atkinson	moderate (#5)	\$333,000	
#10 City of Fort Atkinson to Rock County	former railroad grade, from Fort to Koshkonong Lake Rd.	Phase I of multi-use trail	underway	underway	County Parks City of Ft. Atkinson
	Koshkonong Lake Rd. to county line	Phase II of multi-use trail	immediate	\$170,000	County Parks
#11 City of Fort Atkinson to City of Whitewater, outside of Jefferson County	Hackbarth Rd. Poepple Rd. McIntyre Rd. McMillen Rd.	post directional signing	immediate	\$800	Twn of Koshkonong County Parks

	Tri County Line Warner Rd.	map route, coordinate signing with Rock County	immediate	TBD	Rock County
	Walworth County Hwy S	map route, coordinate signing with Walworth County	immediate	TBD	Walworth County
#12 City of Fort Atkinson to City of Whitewater, within Jefferson County	Rock River Road	post directional and/or warning signs	interim	\$400	Town of Koshkonong County Parks
		pave shoulders from City - Hwy 106	moderate	(see city plan)	Town of Koshkonong
	Bark River Road	post directional signing	immediate	\$400	Twn of Koshkonong County Parks
	Hwy N	post warning signs	interim	\$200	County Hwys County parks
		pave shoulders from Bark River Rd. - Fremont Rd.	moderate (#2)	\$60,000	County Hwys County Parks
	Fremont Road	post directional signing	immediate	\$1,200	County Parks Town of Cold Spring
#13 City of Fort Atkinson to Village of Palmyra	Lower Hebron Hoffman Rd.	post directional signing	immediate	\$600	Town of Hebron County Parks
	Hwy D	post warning signs	immediate	\$200	County Hwys County Parks
	Koch Rd. Thayer Rd.	post directional signing	immediate	\$1,000	Town of Hebron Town of Palmyra County Parks
	Hwy 106	post warning signs; maintain paved shoulder for bike use	immediate	\$400	WisDOT County Parks
	Island Rd.	post directional signing	immediate	\$400	Town of Palmyra County Parks
	Hwy E	post warning signs	immediate	\$200	County Hwys County Parks
#14 City of Whitewater to Village of Palmyra	Piper Rd. Hwy D	post directional signing	immediate	\$1,000	Town of Cold Spring Town of Palmyra County Parks
	Hwy 59	post directional and/or warning signs	immediate	\$400	County Hwys County Parks
	Marsh Rd.	post directional signing	immediate	\$800	Town of Palmyra

	Hwy H				County Hwys County Parks
(off of map) City of Whitewater to Village of Palmyra via Kettle Moraine	Bluff Rd. Tamarack Rd.	post directional signing	immediate	\$1,000	Town of Palmyra County Parks Walworth County
#15 Village of Palmyra to Waukesha County	Zion Road Pine Drive	post directional signing	immediate	\$800	Town of Palmyra County Parks
	Hwy H	map route, coordinate signing with Waukesha County	immediate	TBD	Waukesha County
#16 Village of Sullivan to Village of Palmyra	Hwy E	pave shoulders south of Northy Rd. as incidental part of scheduled construction	immediate (#1)	\$160,000	County Hwys
		post warning signs	interim	\$400	County Hwys County Parks
		pave shoulders north of Northy Rd., if/when ADT >1000	long-range (#6)	\$80,000	County Hwys
#17 City of Watertown to Village of Palmyra	East Gate Dr. River Rd. Hwy E/Hwy P Pipersville Rd.	post directional signing	immediate	\$1,400	Town of Watertown Town of Ixonia County Parks
	Hwy E	post warning signs at Hwy P crossing	immediate	\$200	County Hwys County Parks
	Hwy P	post directional signing	immediate	\$1,200	County Hwys County Parks
	Hwy B	post warning signs at Hwy P crossing	immediate	\$200	County Hwys County Parks
	Rome Rd. Rome Oak Hill Rd. (to Hwy E)	post directional signing	immediate	\$600	Town of Sullivan County Parks
#18 City of Watertown to City of Oconomowoc	WEPCO right-of- way (from River Road East)	construct multi-use gravel trail	moderate (#5)	\$147,000	County Parks Waukesha County

Waterloo

The City of Waterloo is currently adding diamond bicycle lanes as part of the retrofit of a segment of Highway O. Continuation of bike lane striping is recommended north of this project's construction limits to provide a longer, more continuous facility. Routine scheduling of sweeping for the bicycle lanes will also be required. South of the retrofit project is a dangerous hill with a recent accident history. If bicyclists intend to continue riding south of town on Highway O, warning signage, and ultimately shoulder improvements, are desired at this location.

The most difficult route for bicycle travel within the City of Waterloo is State Highway 19. However, this roadway is ridden regularly by experienced bicyclists with few problems. While lower trafficked streets exist within the community, they do not provide direct paths of travel to destinations and cyclists must eventually use Highway 19 to cross the river. For these reasons and to better accommodate all cyclists through this main east/west corridor, consideration should be given to lowering speed limits, calming traffic and restriping to widen lanes, especially through the Central Business District.

Project	Location	Recommendations	Priority	Cost	Implementor
Hwy O	Waterloo Rd. north to Knowlton St.	on-street bike lanes	underway	underway	City of Waterloo
Washington St.	Knowlton St. to Hwy 19	continue striping of bicycle lanes	immediate (#1)	\$1,200 +\$100/sign	City of Waterloo
Hwy 19	east/west through the community	work with WisDOT to lower speed limit; consider restriping to provide wide curb lanes or bicycle lanes	moderate (#2)	\$13,000	City of Waterloo WisDOT
Maunesha River Greenway	Fireman's Park north	preserve environmental corridor/flood plain land from future development; develop multi-use asphalt trail along river	long-range (#3)	\$74,000	City of Waterloo
traffic calming/main street improvements	downtown	consider curb bulbs and street scape improvements	long-range	varies upon design	City of Waterloo WisDOT
Bike Jefferson County signing	Hwys 0 & 19	post county bike logo on local signs to identify through route	as above	\$50/sign	County Parks
bicycle parking	downtown, schools, parks, businesses	install recommended bike parking in convenient and safe locations	immediate	\$75/bike	City of Waterloo Private Businesses

Watertown

The City of Watertown desires to identify a network of shared-use streets that provide bicycle access throughout the community, and to sign these streets as local bike routes. Recognizing that every street in Watertown is a bicycling street, the recommended approach is not to sign every street that is suitable for bicycling, but rather to identify a skeletal system of preferred bicycling corridors that will allow cyclists to travel between different sectors of the community. Individual trips may utilize all or part of this designated system, as applicable, to reach various destinations. In certain areas where heavier traffic conditions dictate, physical retrofit improvements such as striping designated on-street bicycle lanes or wider curb lanes will be required to safely accommodate bicycle travel.

In Watertown, like most communities nationwide, there is a need for sound planning to jointly address land use and transportation issues at the edges of the urbanized area. Planned growth and development should accommodate, or at minimum not impede, bicycle and pedestrian travel as an integral part of the community's growth. Appropriate facilities to encourage bike/ped travel should be provided and financed in the same manner as water, utilities and vehicular travelways. The City, Town, County and private sector should work together to plan development that does not create a sprawling community where driving is ultimately the only option to get around.

The highest priority projects for Watertown exemplify the need for such future coordination. A bike/ped linkage is needed to access the new high school and park in the northwest quadrant of the city, and access is needed south of town, parallel to Hwy 26 to reach the new convention center, Walmart, and other strip development. Other high-priority projects include posting MUTCD bike route signs and signing and striping designated bicycle lanes on selected streets.

Consistent with Jefferson County's planning for the Rock River corridor, the City should also undertake open space protection measures during annexation and development south of town to protect this natural resource for the future use and enjoyment of the residents of Watertown and Jefferson County.

To further enhance the pedestrian environment in the built-up areas of the community, the City of Watertown should continue to focus on the revitalization of the central business district, making Main Street improvements and waterfront pedestrian connections to the South Water Street development. The community and DOT should work to calm traffic through these areas and improve the streetscape as a public space for people, rather than a route for fast vehicular travel.

Project	Location	Recommendations	Priority	Cost	Implementor
Signed City-wide Bicycle Route System	as mapped	sign streets as local Bike Route where stress levels are moderate or lower; all hazards to bicycle travel should be removed before signing streets and signs should include arrows and destination information	immediate	\$200/sign	City of Watertown Civic Groups
upgrade Bike Routes to include striped Bicycle Lanes	as warranted by cyclist demand and increased vehicular traffic	restrict parking along bike routes to make room for striped bike lanes; treatment must be implemented for a continuous length of a route to be effective	moderate to long-range	TBD \$5,300/mi +\$100/sign	City of Watertown

Hwy T/West St.	west City limits to Milford St.	stripe bike lanes	immediate (#2)	\$3,400 +\$100/sign	City of Watertown
Milford/ Milwaukee St.	West St. to First St.	continue bike lane accommodation	moderate (#3)	\$1,000 +\$100/sign	City of Watertown
Division/ Boughton St.	Eighth St. to Labaree St./Park View Lane	restrict parking as necessary for 14-foot wide curb lanes; sign with warning/share the road signing	immediate	\$100/sign	City of Watertown
	Eighth St. to Hwy 16 Bypass	stripe and sign on-street bike lanes	moderate (#4)	\$2,200 +\$100/sign	City of Watertown
	Hwy 16 Bypass	include on-street bicycle and sidewalk pedestrian accommodation in the design of the Hwy 16 overpass	immediate	incidental	WisDOT City of Watertown
N. Fourth St.	Labaree St. to Center St.	restrict on-street parking to provide wider lanes; post warning/share the road signs	immediate	\$100/sign	City of Watertown
		examine alternatives for a short asphalt bike path to avoid routing on Fourth St.	moderate to long-range	\$4,200	City of Watertown
	Hwy 16 Bypass (Carl Schurz - Greencrest Dr.)	improve bike/ped access across Hwy 16 Bypass as part of growth to the northeast; add Bike Route signing to Carl Schurz Dr.	moderate to long-range	incidental	WisDOT City of Watertown
Spaulding Street	Center St. to Church St.	stripe and sign bike lanes to encourage bike travel to school/park	immediate (#1)	\$2,700 +\$100/sign	City of Watertown
N. Church St.	Spaulding St. to Endeavour Drive	restrict parking to provide wider lanes; post warning signs	immediate	\$100/sign	City of Watertown
		examine alternatives for a short asphalt bike path in lieu of routing within Hwy 26 ROW	immediate (#1)	\$21,000 to \$42,000 depending on option	City of Watertown
improved access to northwest quadrant of community	north of Main St./west of Hwy 26	examine options for a railroad crossing north of Main St	moderate (#3)	TBD	City of Watertown Soo Line Railroad
improved access to development south of the community	south of Rock River, parallel to Hwy 26	pursue bike lane accommodations as part of future frontage road to service development, or	immediate (#1)	\$63,000 for trail incidental	City of Watertown

		develop a separate asphalt trail along the airport's edge		costs for frontage road	
improved access to mall area	Bernard St. crossing of Hwy 26 also Hwy Y crossing of Hwy 26	re-evaluate signal timing and need for turning movements to better accommodate bicyclists and pedestrians crossing the highway; consider push-button activated walk signals and improved crosswalk areas	immediate	TBD	City of Watertown WisDOT
S. Water Street	Main St. south to Milwaukee St.	central destination and parking area for bicycles in Watertown; traffic calming measures on street; completion of riverwalk loop for pedestrians	underway	underway	City of Watertown South Water Street Development
Main St.	downtown	slow traffic; synchronize traffic signals and post effective speed	immediate	TBD	City of Watertown WisDOT
		consider curb bulbs and other streetscape improvements; re-assess effectiveness of vehicular turning movements	long-range	varies upon design	City of Watertown WisDOT Private Businesses
bicycle parking	downtown, schools, parks, businesses	install recommended bike parking in convenient and safe locations; create a centralized downtown bike parking area off of First St.	immediate	\$75/bike	City of Watertown Private Businesses
Bike Jefferson County signing	Hwy T Milwaukee St. Western Ave. Concord Ave. Oconomowac	post county bike logo on local signs to identify through route	as above	\$50/sign	County Parks
Rock River Recreational Trail	south of town, east side of river	preserve environmental corridor/flood plain land from future development; develop multi-use trail along river	long-range	TBD	City of Watertown County Parks

Lake Mills

The City of Lake Mills serves as a major facilities stop for the Jefferson County portion of the Glacial Drumlin Trail. The community offers restaurants, bed-and-breakfasts, swimming in Rock Lake, travel supplies, and the State DNR trail headquarters/information center.

To welcome trail users into the community and provide the most direct access to destinations for residents and visitors alike, the City should consider striping bicycle lanes on Main and Lake Streets. As an alternative, cyclists may be routed on parallel lower traffic streets, with short segments of trails provided to complete connections. Posting directional and destination signing will be critical to direct trail users into downtown. However, many cyclists may still elect to ride on Main and Lake Streets as they offer the most direct route of travel.

The City of Lake Mills and the DNR are currently developing a spur trail from the Glacial Drumlin into the east side of the community. As the City continues to develop to the east, neighborhood streets and/or subdivision trails should be planned to provide through east/west travel as an alternative to Highway B. The City, County and Town of Lake Mills should also strive to improve bicycle safety on Highway B north of Rock Lake by enforcing slow vehicular travel speeds. Providing bicycle parking downtown and at school sites will encourage additional local trips to be made by bicycle.

Project	Location	Recommendations	Priority	Cost	Implementor
connections to the Glacial Drumlin Trail	Ferry Dr. to Sandy Beach Rd. to trail	obtain easements and construct trail connections	underway (#1)	underway	City of Lake Mills
	Glacial Drumlin Trail to Jefferson St.	multi-use spur trail	underway (#1)	underway	City of Lake Mills Wisconsin DNR
Ferry Drive	Glacial Drumlin Trail to Hwy B	sign as local Bike Route	immediate	\$100/sign	City of Lake Mills
Hwy B	Shorewood Hills Rd. (Town of Lake Mills) to Prospect St.	post warning signs	interim	\$100/sign	City of Lake Mills County Hwys
		restripe shoulders as bike lanes and enforce 35 mph speed limit	moderate	(see county plan)	City of Lake Mills Town of Lake Mills County Hwys
Main St.	Madison St. to Glacial Drumlin Trail	restrict on-street parking and stripe bike lanes	moderate (#2)	\$3,200 +\$100/sign	City of Lake Mills WisDOT
		route on Ferry Rd. as an alternate to using Main St.	immediate	\$100/sign	City of Lake Mills
Lake St.	Ferry Dr. to C.P. Ave.	restrict on-street parking and stripe bike lanes	moderate (#2)	\$2,900 +\$100/sign	City of Lake Mills County Hwys

		if bike lanes on Lake St. are deemed not feasible, sign local bike route on Water/Grove/ Jefferson St.	immediate	\$100/sign	City of Lake Mills
east/west bike access as part of future growth	Glacial Drumlin spur trail to developing east part of City	multi-use trail or on-street bike lanes to provide alternative east/west route south of Hwy B	long-range	TBD	City of Lake Mills Private Developers
Lake Park Place/Grove St.	Ferry Dr. to Jefferson St.	sign as local bike route for access to school	immediate	\$100/sign	City of Lake Mills
traffic calming/main street improvements	downtown	consider curb bulbs and streetscape improvements	long-range	varies upon design	City of Lake Mills WisDOT
Bike Jefferson County signing	Ferry Dr. Hwy B	post county bike logo on local signs to identify through route	immediate	\$50/sign	County Parks
bicycle parking	downtown, schools, parks, businesses	install recommended bike parking in convenient and safe locations	immediate	\$75/bike	City of Lake Mills Private Businesses

Johnson Creek

Based upon current traffic conditions within the Village of Johnson Creek, all streets and roadways, except for Highway 26, are low stress bicycling alternatives. No major on-road bike improvements are therefore recommended at this time.

However, Johnson Creek is projected to be one of the fastest growing communities in Wisconsin. As growth pressures increase - especially north of Interstate 94 - and result in more cars needing improved roadways, bicycle access improvements should be included on Highway Y to link the north and south parts of the community. If projected ADT for CTH Y is to exceed 1,000 cars per day, either paved shoulders or designated on-street bicycle lanes are recommended as an incidental part of roadway construction. Likewise, the proposed east/west mall access road should consider similar accommodations if ADT counts will be over 1,000.

Consistent with the County's planning for the Rock River corridor, the Village shall also undertake open space protection measures during annexation and development to protect this natural resource for the future use and enjoyment of residents of Jefferson County. A bicycle path is recommended for development within this greenway corridor, with spur trails connecting to the mall access road and River Road to the north.

Highway Y may be mapped as an interim bike route leading north to Watertown until the greenway trail is constructed. However, if traffic volumes significantly increase on this road with new development, it should be no longer be recommended as a bicycle route.

Project	Location	Recommendations	Priority	Cost	Implementor
Hwy Y	north/south through town and into the developing area to the north	existing conditions OK for bicycling; as the area develops and Hwy Y is upgraded, pave shoulders/ add bike lanes to provide improved access under I-94	moderate (#3)	\$32,500 to \$65,000 +\$100/sign	Village of Johnson Creek County Hwys
Rock River Recreational Trail	north of Hwy B east side of Rock River	preserve environmental corridor/flood plain land from future development; develop multi-use trail along river	immediate (#1) moderate (#2)	(see county system)	Village of Johnson Creek County Parks
traffic calming/main street improvements	downtown	consider curb bulbs and street scape improvements	long-range	varies upon design	Village of Johnson Creek County Hwys
Bike Jefferson County signing	Hwy Y	post directional signing	immediate	\$200/sign	County Parks
bicycle parking	downtown, schools, parks	install recommended bike parking in convenient and safe locations	immediate	\$75/bike	Village of Johnson Creek

Jefferson

Bike travel in and through The City of Jefferson is difficult because the Rock and Crawfish Rivers divide the community into thirds. River crossings are limited and bridges carry heavy volumes of traffic. Improved bicycle access across the rivers is therefore a top priority for the City of Jefferson.

The long-range plan for Jefferson includes two bike/ped only bridges, linked to the secondary street system by short segments of multi-use trail. The proposed Waterfront Park and greenway on the east side of the Rock River completes the system, showcases the community's natural resource, and provides bike path access into downtown. A feasibility study will be necessary to determine if the bike path can effectively continue across the river and Main Street to connect to Tensfeldt Park.

New roadway bridges at Puerner and Racine streets are being built to extra wide widths. It is recommended that travel lanes be striped to allow 4-foot roadway shoulders on either side of the bridges to accommodate cyclists wishing to use these routes. Due to heavier car and truck traffic on these roadways and a lack of continuous bike lane facilities, it is not recommended to designate the bridge shoulders as bike lanes; less skilled cyclists should be encouraged to use the North Street bike/ped bridge as an alternate. However, when the Main Street/Highway 26 bridge is replaced in the future, accommodating bicycle lanes will be necessary as this corridor offers the only north/south river crossing on the east side of town.

Paved shoulders are recommended to be added to sections of County Highways N and K within the urbanized area, and collector streets planned to serve future growth areas of the community should be constructed with signed and striped on-street bike lanes. New development should be planned with low traffic residential streets and/or multi-use trails making connection through the subdivisions to these collectors.

Due to physical constraints limiting route selection within the City of Jefferson, it is more important to make these physical improvements to the transportation infrastructure than to sign a system of shared-use roadways for bicycle travel. As warranted, destination signs may be posted at selected locations to identify routes to downtown and the school. Additional "Share the Road" signage may be used as an interim measure to alert motorists that bicyclists will likely be using Hwy W/Wisconsin Drive until the bicycle/pedestrian bridge over the Crawfish River is constructed.

Project	Location	Recommendations	Priority	Cost	Implementor
North Street bridge	over Rock River	close bridge to vehicular traffic; allow bike access onto North St. and provide connection to riverfront trail	immediate	TBD	City of Jefferson
Puerner and Racine Street bridges	over Rock River	stripe shoulder area across bridge; include pedestrian sidewalks	immediate	incidental	City of Jefferson WisDOT
Main St./Hwy 26 bridge	over Rock River	include bike accommodations as part of bridge reconstruction	long-range	incidental	City of Jefferson WisDOT
Bridge connection between High School and	over Crawfish River	install bicycle/pedestrian bridge; see map for location	moderate (#3)	\$80,000	City of Jefferson

Riverfront Park or County PUD Development		options			
		1st option includes route signing on S. Jackson and Hillside; and short trail segment to link with bridge	moderate (#3)	\$100/sign \$10,000	City of Jefferson
		2nd option includes constructing asphalt trail to link with Collins Road	moderate (#4)	\$63,000	City of Jefferson
High St./Clark St./North St.	Dewey Ave. to Jackson Ave.	sign as local bike route with connection into downtown	immediate	\$100/sign	City of Jefferson
Watertown Road access	east side of Rock River	secure easements and construct short asphalt trail segments to link to the Glacial Drumlin Trail to the north and Elizabeth Ave. to the south	long-range pending relocation of County Hwy Dept. (#5)	\$21,000	City of Jefferson
Puerner Street	Jackson to Dewey	stripe and sign on-street bike lanes (as an alternate to access between Watertown Rd. and Elizabeth Ave.)	moderate (#4)	\$3,000 +\$100/sign	City of Jefferson
Hwy N	Jackson Ave. north through the developed area, ultimately to the Glacial Drumlin Trail	pave shoulders	immediate (#1)	(see county plan)	City of Jefferson County Hwys
	Whitewater Ave. south to Vogel Rd.	post warning signs	immediate	\$100/sign	City of Jefferson
		pave shoulders	moderate (#2)	\$18,000	County Hwys
Hwy K	Collins Rd. south through the developed area, ultimately to Ft. Atkinson	post warning signs	immediate	\$100/sign	City of Jefferson
		pave shoulders	moderate	(see county plan)	County Hwys
Collins Rd.	Hwy W to Hillside	stripe and sign on-street bike lanes	immediate (#2)	\$4,000 +\$100/sign	City of Jefferson
	Hillside to Hwys 26/K	construct on-street bike lanes	immediate (#2)	\$26,000 +\$100/sign	City of Jefferson

N. Jackson Ave.	Hwy N to Racine/Hwy 18	construct on-street bike lanes	immediate (#1)	\$29,000 +\$100/sign	City of Jefferson
Dewey Ave.	Hwy N to Puerner	construct on-street bike lanes	moderate (#3)	\$70,000 +\$100/sign	City of Jefferson
Hwy 18 and Hwy 26	crossings of Jackson, Dewey, North, Milwaukee and Collins	post bicycle crossing warning signs	as above	\$100/sign	City of Jefferson
E. Milwaukee St./ E. Dodge St.	Waterfront Park to Dewey Ave.	sign as local bike route	immediate	\$100/sign	City of Jefferson
Waterfront Park/Greenway	North St. to Main St. along east side of Rock River	construct multi-use asphalt trail; provide central parking area for bicycles in downtown	immediate (#1)	\$84,000	City of Jefferson
	bridge across the Rock River at Milwaukee St.	install bicycle/ pedestrian bridge	immediate (#1)	TBD	City of Jefferson
Crawfish River Greenway	Hwy 18 to Jackson, along north side of river	develop multi-use trail within park; preserve other environmental corridor/flood plain land from future development for potential trail extension	long-range (#5)	\$128,000	City of Jefferson
bicycle parking	downtown, schools, parks, businesses	install recommended bike parking in convenient and safe locations	immediate	\$75/bike	City of Jefferson Private Businesses
Bike Jefferson County signing	Collins, Hillside, Wisconsin, Linden, Jackson	post county bike logo on local signs to identify through route	interim	\$50/sign	County Parks
	Collins, Hillside Jackson	post county bike logo on local signs to identify through route	long-range	\$50/sign	County Parks

Sullivan

The Village of Sullivan is a stop along the Glacial Drumlin Trail, with rest rooms, maps and travel information provided at the trail head. The trail, combined with low traffic village streets serve bicyclists within the community. Thus, there are no high priority bicycle/pedestrian needs within the Village, except to improve signage to direct users to the trail head.

Future subdivisions planned for Sullivan are recommended to include access to the Glacial Drumlin Trail as a means to travel into the village on foot or by bike in lieu of having to use Hwy 18. Like all communities in Jefferson County, the Village of Sullivan should consider traffic calming strategies if Highway 18 traffic poses a hazard to pedestrian activity in the central business district. And, the Village should look at continuing the County's bicycle accommodations on Highway E into the Village limits.

Project	Location	Recommendations	Priority	Cost	Implementor
traffic calming/ main street improvements	downtown	consider curb bulbs and streetscape improvements	long-range	varies upon design	Village of Sullivan WisDOT
Palmyra Street/Hwy E	from south Village limits to trail	continue paved shoulder treatment or add bike lanes if/when ADT counts are >1000	long-range (#2)	\$10,000 to \$20,000 +\$100/sign	Village of Sullivan
bicycle parking	downtown, schools, parks	install recommended bike parking in convenient and safe locations	immediate	\$75/bike	Village of Sullivan
trail head signing	US 18	post directional signing for automobile drivers to locate trail head	immediate (#1)	TBD	WisDNR
Bike Jefferson County signing	Glacial Drumlin Trail & Hwy E	post directional signing	immediate	\$200/sign	County Parks

Fort Atkinson

Similar to Jefferson, Fort Atkinson's major attraction -- the Rock River -- is also its major barrier to bicycle travel. This community has only two bridges that span the river, both of which carry more than 15,000 ADT. A potential long-range solution is to continue development of the rail-trail north through the City of Fort Atkinson, but this bikeway would only be feasible if and when rail service is abandoned. East/west collector streets located at regular intervals provide numerous travel options across the community. But a designated north/south bicycling corridor is needed to really make bicycling a viable transportation option for most residents of Fort Atkinson.

The ideal solution would be to accommodate bicycle lanes or 4-foot shoulders on the soon to be reconstructed Main Street bridge. Bicyclists could then be routed on North and South Water streets to continue their trip through the CBD. Additional consideration should be given to downtown traffic calming measures such as curb extensions which would allow on-street parking to remain, slow motor vehicle traffic, and shorten street crossing distances for pedestrians.

To encourage bike trips to and from the schools, existing homes and future residential development in the southern part of town, striping bike lanes on S. Main Street is recommended. Due to the high anticipated demand for access to the rail-trail heading south into Rock County, it is also recommended that the Town of Koshkonong and City of Fort Atkinson jointly plan to improve Hackbarth Road, ultimately including on-street bike lanes or paved shoulders.

Two other east/west corridors are recommended to include designated bicycle facilities. Bike lanes on Cramer Street will serve development in the north end of town. A proposed riverfront bike trail from N. Water Street to Wilson Street will provide a pleasing alternative to riding on Sherman or Madison, and will allow residents to experience the river corridor. An additional riverwalk trail is planned on the south side of the river, from Robert to Roland.

These major improvement projects, combined with the existing network of low traffic residential streets, will greatly improve cyclists' mobility in Fort Atkinson. As additional growth occurs, especially in the northwest quadrant, bicycle/pedestrian accessways should be incorporated into development to connect subdivision streets and to provide neighborhood access to the Rock River Park.

Project	Location	Recommendations	Priority	Cost	Implementor
Main Street bridge	N. Water St. to S. Water St.	on-street bike lanes	immediate (#1)	incidental	WisDOT City of Fort Atkinson
Riverwalk	south side of Rock River, Robert to Roland	obtain easement and construct asphalt trail; strive for 10' min. width to accommodate multi-use	long-range (#4)	\$69,000	City of Fort Atkinson
River Bike Trail	north side of Rock River, N. Water to approximately Shirley St.	obtain easements and construct asphalt trail along water's edge	moderate (#4)	\$53,000	City of Fort Atkinson
Riverside Drive/ Hwy 106	Shirley St. to Blackhawk Island Road	pave shoulders; provide marked crosswalks at trail and Wilson St.	immediate (#1)	\$40,000	WisDOT City of Fort Atkinson
Cramer St.	Banker Rd. to	restrict parking and	immediate	\$3,500	City of Fort Atkinson

	Jefferson St.	stripe bike lanes	(#2)	+\$100/sign	
Hwy K	Hwy 26 north to Jefferson	pave shoulders	immediate	(see county Plan)	County Hwys City of Fort Atkinson
S. Main St.	Fourth St. to southern end	restrict parking and stripe bike lanes	immediate (#2)	\$4,000 +\$100/sign	City of Fort Atkinson
	southern end to Eastern Ave.	asphalt trail connection between streets	immediate (#3)	\$10,000	Town of Koshkonong
Hackbarth Rd.	Hwy 26 to Hwy K	paved shoulders or bike lanes; enhance at-grade crossing of Hwy 26 for bike/ped traffic	immediate (#1)	\$40,000 or \$80,000 +\$100/sign	Town of Koshkonong City of Fort Atkinson
	option to route on Highland instead of Hackbarth	stripe bike lanes from Hwy 26 to Maple St.	moderate (#3)	\$2,000 +\$100/sign	City of Fort Atkinson Town of Koshkonong
		construct paved shoulders from Maple St. to Hwy 12 as part of street extension	moderate (#3)	\$15,000	Town of Koshkonong
bike access improvements	as mapped	provide access via multi-use trail or street connections	moderate to long-range	TBD	City of Fort Atkinson
signed city-wide bike routes	as mapped	sign selected streets as local bike routes where stress levels are moderate or lower; all hazards to bike travel should be removed before signing and number of stop signs should be minimal	immediate	\$100/sign	City of Fort Atkinson
upgrade Bike Routes to include striped bike lanes	as warranted by cyclist demand and increased vehicular traffic	restrict parking along bike routes to make room for striped lanes; treatment must be implemented for a continuous length of route to be effective	moderate to long-range	TBD \$5,300/mi. +\$100/sign	City of Fort Atkinson
Janesville Ave. Robert St. Main St.	where 4-lane	consider restriping to create 11' center lanes and 13' curb lanes	moderate	TBD \$5,300/mi.	City of Fort Atkinson WisDOT
Rock River Road	from Bark River bridge to Hwy 106	pave shoulders	immediate (#1)	\$32,500	Town of Koshkonong
Rails-to-Trails conversion project	former railroad grade south of Hackbarth Rd.	construct multi-use trail	underway	underway	County Parks City of Fort Atkinson

	Active rail road grade north of Hackbarth Rd.	future continuation of the multi-use trail	long-range (#5)	(see county plan)	County Parks City of Fort Atkinson City of Jefferson
Rock River Greenway	river corridor north and south of the city	preserve environmental corridor/floodplain land from future development	long-range	TBD	City of Fort Atkinson
traffic calming/main street improvements	downtown	consider curb bulbs and median improvements to provide space for outdoor seating and bike parking	long-range	varies upon design	City of Fort Atkinson County Hwys WisDOT
bicycle parking	downtown, schools, parks, businesses	install recommended bike parking in convenient and safe locations	immediate	\$75/bike	City of Fort Atkinson Private Businesses
Bike Jefferson County signing		post county bike logo on local signs to identify through route	as above	\$50/sign	County Parks

Palmyra

The Village of Palmyra is beginning to promote itself as "The Heartbeat of the Kettle Moraine" to capture some of the tourism activity generated by mountain bicyclists visiting the Kettle Moraine area. Increasing bicycle travel to and through Palmyra is therefore a major goal of the Village.

The village streets and town roads around Palmyra are low volume/low speed roadways well suited for bicycling activities. Major roadway improvement projects are therefore not a high priority. Instead, the distribution of bicycling guide maps and tourism information to Kettle Moraine visitors is viewed as the highest priority bicycle/pedestrian project for Palmyra. However, the Village does wish to pursue a future off-road bicycle accommodation to link with the Kettle Moraine trails.

Project	Location	Recommendations	Priority	Cost	Implementor
Palmyra Bike Route Guide	loop rides through Palmyra, Kettle Moraine and vicinity	develop and publish information targeted to Kettle Moraine visitors	underway (#1)	--	Village of Palmyra
Visitor Center	downtown	offer bicycling, tourist and community information	immediate (#1)	--	Village of Palmyra
traffic calming/main street improvements	downtown	consider curb bulbs and median improvements to provide space for outdoor seating and bike parking	long-range	varies upon design	Village of Palmyra County Hwys WisDOT
bicycle parking	downtown, schools, parks	install recommended bike parking in convenient and safe locations	immediate	\$75/bike	Village of Palmyra
Bike Jefferson County signing	downtown; at intersections with trails and Tamarack/Little Prairie Roads	post directional signing	immediate	\$200/sign	County Parks
Linkage with the Kettle Moraine mountain biking trails and the Ice Age hiking trail	from downtown to trails	develop parallel limestone path along Little Prairie Road and/or widen roadway at hills and curves or reduce speed limit	moderate to long-range (#2)	TBD	Village of Palmyra WisDNR County Hwys
Scuppernong River Greenway	from Hwy 59, northwest along south side of river to Hwy E	preserve flood plain land from future development; develop multi-use trail along river and within sewer right-of-way	long-range (#3)	\$40,000	Village of Palmyra

Whitewater

As a growing community, the City of Whitewater needs to maintain safe bicycle access from the urban edges into the heart of the community. This is best accomplished by providing paved shoulders and on-street bike lanes as an incidental part of all new street construction that is anticipated to serve 25 or more bicyclists per day, or more than 1,000 vehicular ADT. Continuing bicycle-safe accommodation across roadway bridges is also necessary.

To encourage cross-town bicycle travel in the built-up core of the community, an east/west route with signed and striped bicycle lanes is planned for Starin Street. Improvements to Fremont Street will provide the primary north/south corridor. A long-range goal is to also develop a north/south greenway trail along Whitewater Creek from Cravath Lake to the northern most part of the city.

Project	Location	Recommendations	Priority	Cost	Implementor
Bluff Rd. Fremont Rd. Hwy S/N	as needed	post directional signing as part of county-wide system	immediate	\$200/sign	County Hwys County Parks City of Whitewater
Fremont St.	within development at urban fringe	pave shoulders, add bike lanes to bridge, stripe bike lanes on street	immediate (#2)	TBD	City of Whitewater Town of Cold Spring
Bluff Rd.	within development at urban fringe	pave shoulders	moderate (#3)	\$12,000	City of Whitewater Town of Whitewater
Clover Valley Rd./ Wisconsin St.	within development at urban fringe	pave shoulders	immediate (#2)	\$20,000	City of Whitewater Town of Whitewater
Walworth St./Hwy S	within development at urban fringe	pave shoulders	immediate (#2)	\$18,000	County Hwys City of Whitewater
Tratt St./Hwy N	Hwy U to Starin Rd.	pave shoulders	immediate (#1)	\$35,000	County Hwys City of Whitewater
Indian Mound Parkway	Walworth St. to Main St.	stripe bike lanes	immediate (#1)	\$1,500 +\$100/sign	City of Whitewater
	Main St. to Tratt St.	construct on-street bike lanes as part of new roadway	long-range (#4)	\$45,000 +\$100/sign	City of Whitewater
Starin Rd.	Tratt to Fremont	stripe bike lanes	immediate (#1)	\$2,500 +\$100/sign	City of Whitewater

	Fremont to Newcomb	construct on-street bike lanes as part of new roadway	moderate (#3)	\$40,000 +\$100/sign	City of Whitewater
Whitewater Creek Greenway	Cravath Lake north along river	preserve environmental corridor/floodplain land from future development; develop multi-use asphalt trail	moderate (#2)	\$350,000	City of Whitewater
traffic calming/main street improvements	downtown	consider curb bulbs and street scape improvements	long-range	varies upon design	City of Whitewater County Hwys WisDOT
bicycle parking	downtown, schools, parks, businesses	install recommended bike parking in convenient and safe locations	immediate	\$75/bike	City of Whitewater University Private Businesses
Bike Jefferson County signing		post county bike logo on local signs to identify through route	as above	\$50/sign	County Parks

Project	Location	Recommendations	Priority	Cost	Implementor
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Corridor	Routing	Recommendations	Priority	Cost	Implementor
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Jefferson

Project	Location	Recommendations	Priority	Cost	Implementor
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